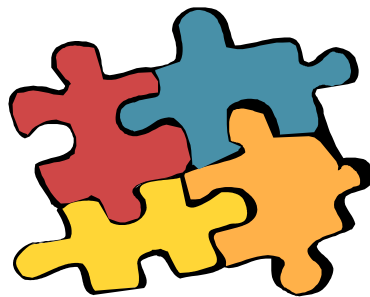


MAKING THE PARKING SYSTEM WORK

FIRST HILL PARKING ACTION STRATEGY



**PARKING POLICY AND PLANNING SECTION
POLICY, PLANNING, AND MAJOR PROJECTS DIVISION**

DECEMBER 2003

SEATTLE DEPARTMENT OF TRANSPORTATION



CITY OF SEATTLE

FIRST HILL PARKING ACTION STRATEGY

EXECUTIVE SUMMARY

The *First Hill Parking Action Strategy* was developed between February and October 2003 by the members of the First Hill Parking Workgroup in conjunction with SDOT's *Making the Parking System Work* program. First Hill's existing planning documents, such as the *First Hill Neighborhood Plan*, the *Parking Management Study for First Hill (1998)*, the *Comprehensive Neighborhood Parking Study* and other transportation-related studies identified a number of parking opportunities and priorities.

The primary goal that emerged from these works was to reduce the demand on the parking system by developing regulations, educational tools and incentives that encourage people to increase their use of transit and non-motorized transportation modes. The demand on First Hill's parking system already exceeds the supply, and it is expected that demand will only continue to outpace the supply in the future. These plans emphasize the ability of people to have viable access by transit, bicycling, and walking in, to and from First Hill, so that car ownership and use (and thus parking) increasingly becomes the best transportation mode only for certain specific life circumstances, rather than a seemingly essential choice for all who live, work, or visit First Hill. A secondary goal was to maximize opportunities for increasing parking through ever more efficient use of the existing parking system. The goals of the First Hill Parking Workgroup build upon this vision by identifying near-, mid- and long-term goals to better manage First Hill's parking supply.

EXECUTIVE SUMMARY

Short-Term Goals: The themes of the short-term goals are to quickly make more parking available for long-term residential and short-term customer parking and to fix existing inconsistencies in the on-street parking regulations. The Workgroup would like to see these changes started in 2003 with implementation occurring by the end of 2004.

- **Goal #1: Adjust Zone 7 RPZ** - Make changes to Residential Parking Zone (RPZ) 7 to better manage competing needs among residents, visitors and employees of First Hill. Where possible, expand the zone, shorten the length of time that non-permit holders can use on-street spaces, and create an evening RPZ to limit long-term employee and visitor parking. Focus on the areas around Harborview, St. James Cathedral, Swedish Medical Center and the Frye Art Museum.
- **Goal #2: Improve Usage of On-Street Parking** - Maximize use of the existing on-street parking system by consolidating and eliminating under-used or duplicative load zones and bus zones, formalizing "informal" parking spaces, and converting parallel to angled parking. Ensure that adequate loading and unloading spaces remain.
- **Goal #3: Install Parking Directional Signs** - Install parking directional signs in the right-of-way to guide customers and visitors to the supply of on- and off-street parking available on either side of Madison Street.

- **Goal #4: Improve Enforcement Efforts** - Ensure adequate parking enforcement to assist parking management tools to function as intended.
- **Goal #5: Improve Short-Term Parking by Installing Meters** - Install 2-hour parking meters adjacent to commercial land uses. Parking meters will create more short-term customer and visitor parking spaces by eliminating all-day parking by employees of First Hill and Downtown.
- **Goal #6: Improve Construction Notices** - Improve communication with area residents about impacts to on-street parking from large-scale, multi-month/year construction projects.
- **Goal #7: Add Car-Sharing Locations** - Add car-sharing locations to First Hill and promote use of existing car-sharing vehicles. Place car-sharing vehicles in on-street locations to promote visibility and ease of access.

Mid-Term Goals: The themes of the mid-term goals are: 1) to make larger neighborhood-wide changes to the existing parking regulations that will maximize or increase the supply of short-term parking for customers and visitors to First Hill; and 2) participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be completed by the end of 2005.

- **Goal #8: Reduce Accessible (Disabled) Placard Time Limits** - Change City policy to limit parking by vehicles with accessible (disabled) placard to four hours. Sufficient accessible parking spaces exist for employees of First Hill's major institutions. Create more spaces for hospital visitors by limiting the time vehicles with accessible placards park in metered spaces, accessible parking spots, and the residential parking zone.
- **Goal #9: Create a Mixed-Use RPZ** - Establish a Residential Parking Zone (RPZ) for mixed-use areas. Change the administration of the RPZ program to minimize abuse by neighborhood residents and employees.
- **Goal #10: Add Evening Meter Hours** - Extend parking meter hours into the evening to create parking turnover after 6:00 p.m.
- **Goal #11: Increase Lot Sharing** - Identify opportunities for shared parking between businesses, residences, and institutional uses. Develop parking programs to more effectively use existing off-street parking resources. Investigate the use of unused parcels for parking purposes. Lobby the Department of Planning and Development (DPD) to alter the Land Use Code to support lot sharing in existing buildings.

Long-Term Goals: The workgroup's long-term goals are ideas that should be kept active until an appropriate opportunity presents itself for their implementation. Many activities involve action on the part of the Seattle City Council, King County Metro, or the creation of a transportation management or business association for First Hill, while others require a neighborhood champion to implement.

- **Goal #12: Promote Busing, Biking, and Walking** - Emphasize First Hill's accessibility by transit, bicycles and pedestrians. Create a transportation demand management association to oversee the development of programs that provide the neighborhood with incentives to use alternative forms of transportation.
- **Goal #13: Increase Bus Service** - Improve the frequency of bus service and the number of routes that serve residents, clients and employees of the neighborhood.
- **Goal #14: Increase Institutional Shuttle Services** - Investigate options for institutions to provide shuttles to satellite parking lots and transit hubs and to share existing shuttle resources.
- **Goal #15: Convert Planting Strips to Parking** - Maximize use of the existing on-street parking system by removing or reducing the size of curb bulbs and planting strips to create opportunities for angled and parallel parking (it should be noted that at this time SDOT does not encourage or support this proposal).
- **Goal #16: Encourage Preservation Parking** - Encourage the Department of Planning and Development (DPD) investigation into incentives for private developers to replace publicly-available off-street parking which would be lost in the development of a site with roughly similar amounts of publicly-available parking as part of the development. This may encourage new developments to preserve short-term customer and visitor parking as First Hill's limited number of off-street, paid parking lots are redeveloped.
- **Goal #17: Address Loss of On-Street Parking due to Construction** - Create a program to address displacement of on-street parking spaces (frequently used by residents) caused by large-scale, multi-month/year construction projects.

Other Goals: The First Hill Parking Workgroup also recommends other actions be taken to reduce congestion, improve traffic flow, and assist with private parking enforcement. These recommendations are listed here because they do not fall squarely inside the scope of *the Making the Parking System Work* program, and yet they are significant to the overall goals of the program.

- **Other Goal #18: Reduce Congestion and Improve Traffic Flow** - Eliminate or revise parking spaces and traffic flow as necessary to reduce congestion and facilitate the movement of cars and buses around First Hill.
- **Other Goal #19: Install Gated Parking at Yesler Terrace** - When Yesler Terrace is redeveloped, install a security system at community parking lots to reduce/prevent non-residents and non-guests from parking in the facilities.

FIRST HILL PARKING ACTION STRATEGY

PROGRAM BACKGROUND

The *First Hill Parking Action Strategy* was developed between February and October 2003 by the members of the First Hill Parking Workgroup in conjunction with SDOT's *Making the Parking System Work* program. Through the *Making the Parking System Work* program, Seattle Department of Transportation (SDOT) staff collaborate with neighborhood business and community organizations to identify and implement low-cost, common-sense local parking management and access strategies. These active partnerships seek to achieve an acceptable balance of residential, visitor, business customer and employee parking in a particular neighborhood. The partnerships also create and employ techniques to reduce demand for parking spaces by promoting travel by foot, bike, bus and carpool. These techniques are known as transportation demand management strategies or TDM.

Existing planning documents, such as the *First Hill Neighborhood Plan* (1999), the *Parking Management Study for First Hill* (1998), the *Comprehensive Neighborhood Parking Study* (2000) and other transportation-related studies identified a number of parking opportunities and priorities. The primary goal that emerged from these works was to reduce the demand on the parking system by developing regulations, educational tools and incentives that encourage people to increase their use of transit and non-motorized transportation modes. The demand on First Hill's parking system already exceeds the supply, and it is expected that demand will only continue to outpace the supply in the future. These plans emphasize the ability of people to have viable access by transit, bicycling, and walking in, to and from First Hill, so that car ownership and use (and thus parking) increasingly becomes the best transportation mode only for certain specific life circumstances, rather than a seemingly essential choice for all who live, work, or visit First Hill. A secondary goal was to maximize opportunities for increasing parking through ever more efficient use of the existing parking system. The goals of the First Hill Parking Workgroup build upon this vision by identifying near-, mid- and long-term goals to better manage First Hill's parking supply.

At the outset of each neighborhood parking planning effort, neighborhood representatives establish a Parking Workgroup comprised of residents, neighborhood planning organizations, business associations, staff from various City departments, and other key stakeholders. The intent is to create a team of "parking experts" that can formulate solutions, implement recommendations and educate and involve others. In First Hill, the Parking Workgroup membership included neighborhood residents and representatives from the First Hill Improvement Association, the First Hill Neighborhood Plan Stewardship Council, Harborview Medical Center, Swedish Medical Center, the Polyclinic, Seattle University, First Baptist Church and Yesler Terrace.

Neighborhood Parking Workgroups are charged with developing a list of specific actions the community and City can implement to better manage on-street and off-street parking and to implement TDM strategies. The *First Hill Parking Action Strategy* represents the actions that can be taken to achieve the short, mid and long-term goals of the First Hill Parking Workgroup. This

action plan was presented to the neighborhood at a Community Parking Forum on October 2, 2003, to solicit feedback and implementation assistance.

Additional information about the progress of the First Hill Parking Workgroup in implementing these goals or the *Making the Parking System Work* program can be found at <http://www.seattle.gov/transportation/neighborhoodparking.htm> or (206) 684-8186.

OUTREACH AND PROMOTION

Outreach was conducted for the Kick-Off meeting held on February 18, 2003, by first contacting Capitol Hill Neighborhood Service Center staff (Jose Cervantes) for key community organization and people contacts in First Hill. SDOT staff initiated informal background interviews with a half dozen community members who were active in their community. Selection of the Kick-Off meeting date, time, and location was made in conjunction with the community. Over 200 flyers were hand-delivered to the front door of over 90% of all buildings (especially apartment buildings and condos) generally located between Union Street and E. Jefferson Street, and between I-5 and Broadway Street. Every business on Madison Street from I-5 to Broadway also received a flyer, as did every business on James Street approximately between 9th Avenue and Boren Avenue. Additionally, written notice of the meeting was sent via e-mail to community members to post to relevant community listserves, and an announcement was placed in the February Calendar of Events produced by the Department of Neighborhoods.

Outreach was conducted for the Community Parking Forum held on October 2, 2003, by providing a written notice of the meeting via e-mail to First Hill Parking Workgroup members (and to others who had expressed interest at any time throughout the program) who posted the information to relevant community listserves. Additionally, a draft copy of the Executive Summary of the *First Hill Parking Action Strategy* was hand-delivered to all businesses on Madison Street from I-5 to Broadway along with a flyer containing information about the Community Parking Forum. The *Making the Parking System Work* program attempted to place a display ad in the October 1, 2003, edition of the Capitol Hill Times, but the publisher inadvertently failed to run the ad. An announcement was placed in the online version of the South Seattle Star, as some community members indicated they read this paper regularly (there was not time to place an ad in the print version). As with the Kick-Off meeting, selection of the meeting date, time, and location of the Community Parking Forum was made in conjunction with the community.

Throughout the months between the Kick-Off Meeting and the Community Parking Forum, regular updates of workgroup meeting notes were posted to the *Making the Parking System Work* webpage and e-mailed to the workgroup members to post to relevant community listserves. In addition to the Community Parking Forum, the draft of the Executive Summary of the *First Hill Parking Action Strategy* was presented to the Yesler Terrace Community Council on September 10, 2003, highlighting the proposed Residential Parking Zone (RPZ) changes of interest to the Yesler Terrace community, and to the First Hill Improvement Association on September 9, 2003.

EXISTING CONDITIONS

Existing conditions data was gathered from field work conducted in January and February 2003, the *Comprehensive Neighborhood Parking Study* (2000), the *Parking Management Study for First Hill* (July 1998), the *First Hill Neighborhood Plan* (November 1998), the First Hill Parking Kick-Off Meeting on February 18, 2003, the First Hill Parking Walking Tour on March 21, 2003, and other citizen comments.

On-street parking regulations as of August 2003 are shown in *Map 1: Existing Conditions*. Many of the strategies and goals in this Action Strategy are followed by a number shown in parenthesis. These numbers correspond to the locations of these items shown in *Map 2: First Hill Walking Tour*. Those items are listed in *Table 1: Walking Tour Comments*, and the items in this table have a corresponding number on Map 2.

PARKING STUDY DATA

In September and October 1999, the City of Seattle collected data in 35 study areas in 26 of Seattle's neighborhoods as part of the *Comprehensive Neighborhood Parking Study*. The area of First Hill included in the study was University Street to Cherry Street between Terry Avenue, Harvard Avenue, and Broadway. The area contained 1,379 parking spaces: 559 on-street spaces, 771 off-street spaces, and 49 load zones spaces.

As shown in Table 1, utilization of parking in First Hill is higher for all measured conditions (On-street vs. Off-street, Average vs. Peak) than the City-Wide Average. There is also little difference between utilization on Madison Street (primarily commercial) and the rest of First Hill (primarily residential and institutional).

TABLE 1: FIRST HILL PARKING USAGE						
	Average			Peak-Hour		
	On-Street	Off-Street	Total	On-Street	Off-Street	Total
First Hill (except Madison)	72%	68%	70%	93%	86%	89%
First Hill (Madison only)	72%	66%	69%	90%	84%	87%
City-Wide Average	60%	49%	56%	68%	61%	66%

The study also examined average duration for on-street parking spaces. As shown in Table 2, vehicles tended to significantly exceed 1-hour and load zone time restrictions (typically 3-minute or 30-minute load zones), and fully utilized and sometimes exceeded 2-hour time restrictions. Duration of stay is generally longer on Madison (primarily commercial) than on the rest of First Hill (primarily residential and institutional). However, use of unrestricted space barely exceeds, and sometimes is less than, the City-Wide Average.

TABLE 2: AVERAGE PARKING DURATION IN FIRST HILL (in hours)					
	Unrestricted	2-hour max	1-hour max	Load zone	Average
First Hill (except Madison)	2.5	1.9	1.4	1.8	1.9
First Hill (Madison only)	3.3	2.4	NA	1.8	2.5
City-Wide Average	3.2	2.0	2.1	1.9	2.8

Some of the study results seem inconsistent with first-hand experiences described by residents and Commute Trip Reduction (CTR) staff at area institutions during workgroup meetings. For instance, it would be consistent for average duration times to be longer outside of the Madison corridor than in it - for several reasons: because RPZs in the area allow residents with permits to park long-term on-street; because many institutional employees park on-street during their workshift; and because a significant number of area employees have accessible (disabled) placards allowing them to park for up to 8 hours in many on-street spaces regardless of signed time restrictions. It would likewise be consistent for average duration times to be longer in unrestricted spaces on First Hill compared to the City-Wide average, especially considering the number of employees parking on-street, yet this is not the case. It should be noted that the study did not distinguish between regular 2-hour spaces and spaces limited to 2-hours due to a RPZ - both were counted as 2-hour spaces, and that the study was conducted before the meters were removed on the north side of Madison to improve traffic flow.

PARKING FORUM SURVEY RESULTS

The First Hill Parking Forum Survey was distributed during the Community Parking Forum on October 2, 2003. A total of 14 people attended the Forum: 3 SDOT and 1 DCLU staff, 2 Metro King County staff, and 8 general public, 6 of whom were Parking Workgroup members. A total of 3 surveys were turned in.

SUMMARY OF FINDINGS

Many comments on the limited number of returned surveys (3) mirrored recommendations already in the Action Strategy. The comments that were not previously incorporated into the Action Strategy were:

1. Two of the three surveys expressed opposition to removal of planting strips and reduction to the size of curb bulbs, citing desire to preserve what little green space First Hill has and avoidance to decreasing the level of pedestrian safety at intersections.
2. Two of the three surveys expressed opposition to extending meter hours into the evening, especially around blocks with residential units, without providing a combined RPZ/meter strategy. This is because tenants would have no place to park when coming home from work without feeding a meter for the first few hours every evening.
3. Two of the three surveys expressed support for adding or increasing street cleaning services on First Hill because the streets on First Hill are "gross."

On the surveys returned, three indicated they were Residents, two indicated they were Property Owners and a third indicated they were a Renter. One indicated they were a Customer/Client.

Map 1: Existing Conditions 2003

First Hill Parking Action Strategy

City
of Seattle

- No Parking
- Load Zone
- Bus Zone
- Meters
- 4 hour signs
- Carpool Only Parking
- 2 hour signs
- 1 hour signs
- 15 min signs
- Unrestricted Parking
- 2 hour RPZ
- 3 hour RPZ



Produced by the City of Seattle
September 1, 2003
THE CITY OF SEATTLE, and its design and
its contents are hereby.

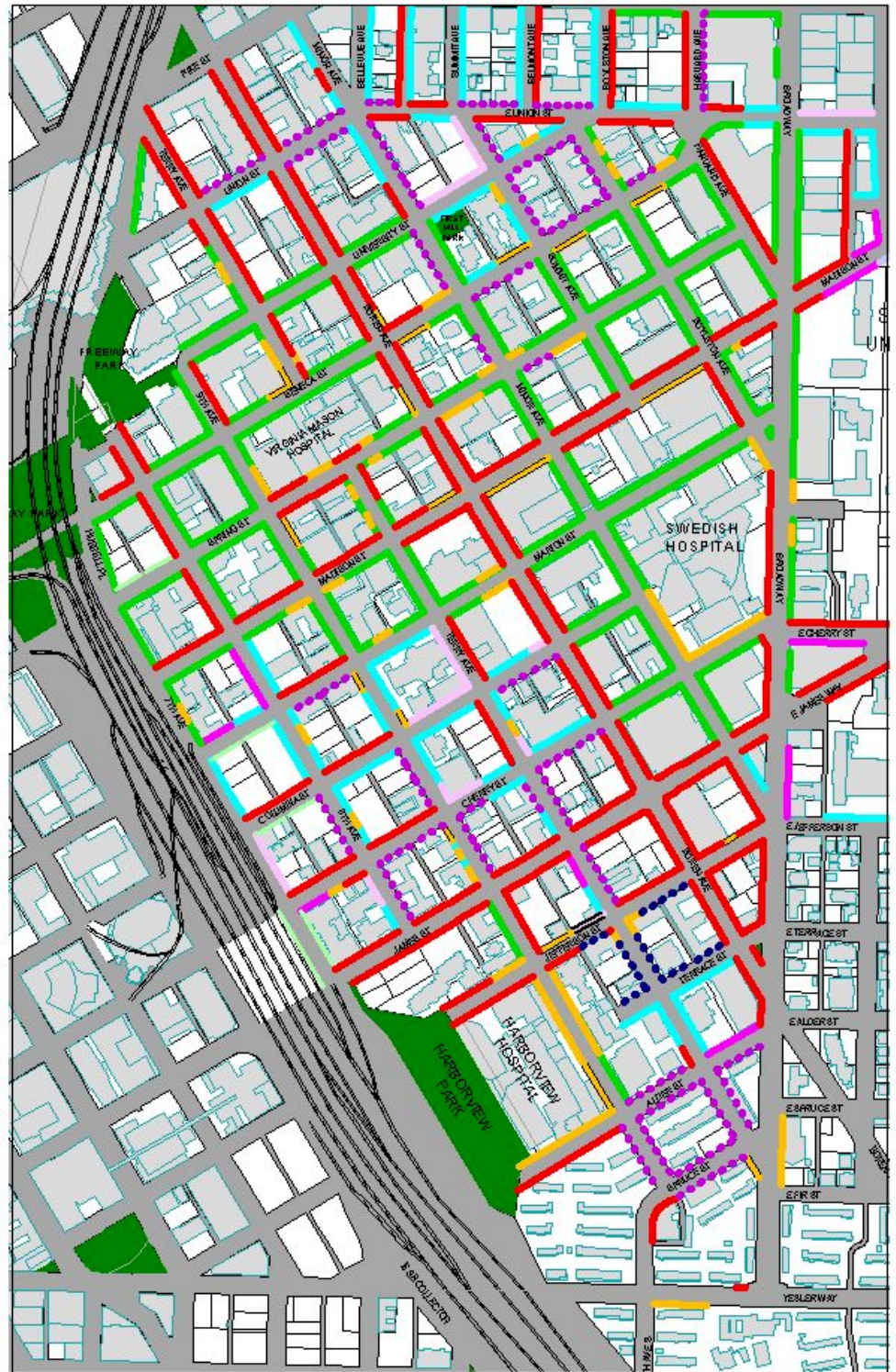


TABLE 1: WALKING TOUR COMMENTS	
Map #	Problem, Information and/or Opportunity
1	Add directional signs on Madison towards off-street parking lots
1	Terry b/t Madison and Spring e/s): Remove additional curb space
2	Terry b/t Marion and Madison (e/s): Remove planted and unplanted curb bulbs to create more spaces
3	Marion b/t 9th and Terry (n/s): Consolidate spaces between "t"s and "l"s to increase parking stalls
4	Marion b/t 9th and Terry (s/s): Add meters or time restrictions to unrestricted parking
5	9th b/t Marion and Madison (e/s): Repaint curb at fire hydrant to signal "no-parking"
6	9th b/t Marion and Madison (w/s): Shorten existing no parking zone at green mail box to create spaces
8	821 9th Ave (on Marion and 9th): Consolidate two load zones for apartment building
9	Marion b/t 8th and 9th (n/s): Remove planting strip to create parallel or angled parking on north side
10	Marion b/t 7th and 8th (s/s): Consolidate or relocate taxi zone to needed location. Install more carpool or metered parking
11	909 8th Ave: Install meters or time restrictions on south side of building only used for storage
12	Spring b/t 7th and 9th (s/s): Shorten or restrict long load-zone to Sunday use only
13	8th b/t Spring and Seneca (e/s): Consolidate load zones in front of the Emerson, Geneva and Lowell
15	Terry b/t Seneca and University (e/s): Explore conversion to angled parking on w/s or addition of parallel parking on e/s
16	Boren b/t Seneca and University (w/s): Remove or consolidate bus zones
17	Seneca b/t Boren and Minor (s/s): Replace "l"s and "t"s to fit with the meter locations
18	Summit b/t Seneca and University: Shorten bus zone
19	Boylston b/t Seneca and University (w/s): Remove three load zones for vacant building and replace with time limits or meters
20	Boylston b/t Spring and Seneca (e/s): Investigate removal of planting strip to create angled parking
21	Spring b/t Harvard and Boylston (n/s): Investigate removal of planting strip to create angled parking
22	9th b/t Jefferson and James (e/s): Investigate why only block with no parking
23	Yesler Community Center (s/s): Extend RPZ to include this location
24	Spruce and 9th: Explore adding parking around the curve
26	Jefferson b/t 9th and Terry (n/s): Formalize 15 minute parking on planting strip through construction or improve enforcement

TABLE 1: WALKING TOUR COMMENTS (CONTINUED)	
Map #	Problem, Information and/or Opportunity
28	Terry b/t Alder and Terrace (b/s): Include in Zone 7 RPZ
29	University b/t Minor and Boren (n/s): Remove load zone meter
30	Seneca b/t Summit and Minor (n/s): Relocate well-utilized motorcycle parking to a location where parked cars cause poor visibility (e.g., nw corner of Summit b/t Seneca and Spring)
	Zone 7 RPZ in vicinity of Harborview: Extend zone hours to 9:00 pm to minimize impact of night shift employees who park in the neighborhood.
31	Disabled Parking Spaces on Alder: Change city policies to limit parking by accessible (disabled) placard to 4 hours
32	Alder b/t 8th and 9th: Convert load zones and reserved parking spaces (which are served elsewhere) to 4-hour disabled parking

MAP 2

SHORT-TERM ACTIONS (4TH QUARTER 2003 THROUGH 2004)

The central theme of short-term goals is to make changes to the existing parking regulations that will better manage competing parking needs among residents, employees and visitors in the neighborhood. Additional short-term changes include installing directional signs to off-street parking opportunities and improving management of the existing on-street parking system. The workgroup intends many of these changes to be initiated between September and December of 2003, with implementation occurring throughout 2004.

The results of implementing the short-term actions are shown in *Map 3: Results of Proposed Short-Term First Hill Parking Regulations*. Each of the short-term parking goals, strategies, and implementation plans are outlined below.

SHORT-TERM GOALS:

Goal #1: Adjust Zone 7 RPZ: Make changes to Residential Parking Zone (RPZ) 7 to manage competing needs among residents, visitors and employees of First Hill. Where possible, expand the zone, shorten the length of time that non-permit holders can use on-street spaces, and create an evening RPZ to limit long-term employee and visitor parking. Focus on the areas around Harborview Medical Center, Swedish Medical Center, St. James Cathedral and the Frye Art Museum.

Strategies to Achieve Goal #1:

- a) Make Changes to existing Zone 7 RPZ:
 - i. Extend Zone 7 to all blocks within a four-block radius of Harborview (Terry between Alder and Terrace, Terrace between Terry and Boren).
 - ii. In particularly high demand areas, such as on Terry between Jefferson and Alder, create Zone 7 permit-only areas (e.g., No Parking without a Zone 7 permit).
 - iii. Strive for consistency in the amount of time that non-RPZ permit holders can park. Strive to change all 3-hour and 2-hour parking restrictions to either 2-hour or 1-hour limits throughout Zone 7.
 - iv. Extend Zone 7 on Yesler Avenue to include in front of the Yesler Terrace Community Center.
- b) Create an evening and weekend RPZ from 6:00 p.m. to 11:00 p.m.:
 - i. In the vicinity of Harborview Medical Center to discourage evening parking by night-shift employees who are eligible for paid parking within Harborview's parking facilities.
 - ii. In the vicinity of St. James Cathedral and the Frye Museum to limit the time visitors, patrons and parishioners park in the neighborhood.
 - iii. In those areas with parking meters around Harborview Medical Center.
- c) Extend Zone 21 to E. Union between Summit and Minor, especially on the south side of the street.

Implementation Plan to Achieve Goal #1:

- In September 2003, the Yesler Terrace Community Council submitted a letter to the Seattle Department of Transportation requesting a study of the above recommended Zone 7 strategies. First Hill is the next neighborhood slated for study by the City's Residential Parking Zone program.
- After SDOT works with the community to study and design changes to the existing and/or new zones, the community can apply to the *Making the Parking System Work* (MPSW) program for funds to hire petition signature gatherers (as long as the federal grant funding MPSW is available).

Goal #2: Improve Usage of On-street Parking: Maximize use of the existing on-street parking system by consolidating and eliminating duplicative load zones and bus zones where possible, rearranging parking spaces to increase their total number, and converting parallel to angled parking where appropriate. Ensure that adequate loading and unloading spaces remain.

Strategies to Achieve Goal #2:

- a) Consolidate, shorten or eliminate load, bus or no-parking zones:
 - i. At 821 9th Avenue (at Marion and 9th): Consolidate the two load zones for the one apartment building.
 - ii. On 9th between Marion and Madison (west side): Shorten the existing "No Parking" zone at the green mailbox to create more spaces.
 - iii. On Spring between 7th and 9th (south side): Shorten the existing load-zone or restrict it to Sunday use only.
 - iv. On 8th between Spring and Seneca (east side): Consolidate load zones in front of the Emerson, Geneva and Lowell buildings.
 - v. On Boren between Seneca and University (west side): Work with King County Metro to remove or consolidate bus zones.
 - vi. On Summit between Seneca and University: Shorten the bus zone.
 - vii. On Boylston between Seneca and University (west side): Remove the three load zones designated for the currently vacant building and replace them with time-limit signs or parking meters.
- b) Ensure that on-street paintings and marking maximize existing curb space:
 - i. On Marion between 9th and Terry (north side): Consolidate the spaces between the "T's" and "L's" painted on the street to increase the number of parking spots.
 - ii. On Seneca between Boren and Minor (south side): Replace the "T's" and "L's" to fit with the actual meter locations.
- c) Explore converting parallel to angled parking to increase on-street spaces where the right-of-way is sufficiently wide:
 - i. On Terry between Seneca and University (east side): Explore conversion of parallel to angled parking on the west side OR addition of parallel parking on the east side.
- d) On Spruce at 9th (east side): Explore adding parking around the street curve.

- e) University between Minor and Boren (north side): Remove the load zone meter to create additional load/unload time for moving companies, etc., that use the spot.
- f) On Seneca between Summit and Minor (north side): Replace this well-utilized motorcycle parking with on-street parking for autos. Move the motorcycle parking to the northwest corner of Summit between Seneca and Spring. Motorcycle spaces will be preserved in this new location where existing parked cars cause poor visibility, because motorcycles provide a lower profile that improves sight lines.
- g) 9th b/t Jefferson and James (e/s): Investigate why only block with no parking. (22)
- h) Jefferson b/t 9th and Terry (n/s): Formalize 15 minute parking on planting strip through construction or improve enforcement. (26)

Implementation Plan to Achieve Goal #2:

- On the Routes 2, 3, 4, 12 and 27, SDOT will work with King County Metro to increase the spacing of bus stops from one per every one/two blocks to one per every three blocks.
- The addition, elimination or consolidation of load zones and other parking spaces can typically be achieved by a phone call by the adjacent property owner to SDOT at 684-ROAD. SDOT staff typically review other commercial, 30-minute, and 3-minute load opportunities in the near vicinity to ensure that adequate load zone spaces exist. The First Hill community should initiate action concerning contacting adjacent property owners and engage SDOT as a partner.
- SDOT staff will investigate and, if possible, implement strategy “b” and “h”.
- SDOT staff will investigate the feasibility of strategy items “c”, “d”, “e”, “f” and “g”, and collaborate with workgroup members to delegate action steps.
- Workgroup members should continually monitor on-street parking regulations and designations to ensure that existing curb-space is being managed to maximum efficiency.
- The distribution of this Parking Action Strategy to affected property owners/managers is a good tool to educate and solicit feedback.

Goal #3: Install Parking Directional Signs: Install parking directional signs in the right-of-way to guide customers and visitors to the supply of on- and off-street parking available to either side of Madison Street.

Strategies to Achieve Goal #3:

- a) Install signs in the City right-of-way that generally direct traffic to the on- and off-street metered and garage parking that exists around Swedish Medical Center. Customer parking is available at the Summit Avenue facility, in the Nordstrom Medical Tower and at the main parking facility on Broadway.

Implementation Plan to Achieve Goal #3:

- *Making the Parking System Work* staff will work with others in SDOT to preliminarily identify locations for signs directing customers and visitors to on- and off-street parking north and south of Madison Street, and present potential locations to workgroup members for comments.
- If desired by a sponsoring community group, the directional signs could display a First Hill name and/or logo. SDOT will see if the SDOT Sign Shop might still have the logo

art for First Hill (as appears on the "neighborhood gateway" signs installed several years ago) which could be used to create the parking wayfinding signs.

Goal #4: Improve Enforcement Efforts: Ensure adequate parking enforcement to assist parking management tools to function as intended.

Strategies to Achieve Goal #4:

- a) Increase towing of abandoned cars through an education effort to increase reporting. The community needs to take the lead on this and engage SDOT as a partner.
- b) Ensure adequate enforcement during all time periods.
- c) Investigate and reduce the incidence of RPZ signs being intentionally knocked over.
- d) Involve Parking Enforcement Officers (PEOs) in the design of new parking areas and regulations to ensure that enforcement and design are compatible.
- e) Communicate to residents that 684-ROAD can be called to immediately report missing RPZ signs and other traffic signs.
- f) SDOT will present the idea of creating a multi-lingual map clearly showing relevant parking restrictions and opportunities around Yesler Terrace to the Yesler Terrace Community Council.

Implementation Plan to Achieve Goal #4:

- Allow proposed changes to the RPZ (Goal #1: Adjust Zone 7 RPZ) to go into effect before increasing enforcement levels.
- SDOT staff will communicate the enforcement-related goals in this *Parking Action Strategy* to the Parking Enforcement Officers (PEOs), and has given the workgroup members the direct Parking Enforcement number (684-8763) and the non-emergency SPD number (625-5011).
- Community groups can apply to SDOT's *Making the Parking System Work* program for funds to create public education materials about enforcement including community maps, kiosks, brochures and newsletters (as long as the federal grant funding MPSW is available).
- SDOT will present the idea of creating a multi-lingual parking map, and the Yesler Terrace community can engage SDOT as a partner should they wish to pursue implementing this idea.

Goal #5: Improve Short-Term Parking by Installing Meters: Install 2-hour parking meters adjacent to commercial land uses. Parking meters will create more short-term customer and visitor parking spaces by eliminating all-day parking by First Hill and Downtown employees.

Parking meters are installed by SDOT after certain criteria are evaluated, including the presence of businesses or services that need parking turnover, a relatively dense business base, heavily used time-limited parking, limited or costly off-street parking, areas with curbs and sidewalks, little likelihood of spillover into adjacent residential neighborhoods, and community support.

Strategies to Achieve Goal #5:

- a) Install more parking meters in the areas adjacent to I-5 and Downtown to prevent all-day commuter parking. Specific areas to consider for meter installation include – but are not limited to:
 - i. Marion between 9th and Terry (south side): Add meters or time-limit restrictions to the unrestricted parking.
 - ii. Marion between 7th and 8th (south side): Consolidate or relocate the taxi zone to a needed location. Install more carpool or metered parking.
 - iii. At 909 8th Avenue: Install meters or time restrictions on the south side of this building used only for storage.
 - iv. On Boylston b/t Seneca and University (west side): Replace three load zones with time-limit signs or parking meters. (19)
- b) Convert unrestricted parking near to I-5 along 7th, 8th, 9th, and Terry Avenues between Madison and Jefferson to 2-hour time limits (or other appropriate uses) to discourage all-day employee parking and better provide visitor and client parking to nearby residential, commercial and institutional facilities. Converting to 2-hour time limits can also serve as preparation for eventual meter installation.

Implementation Plan to Achieve Goal #5:

- SDOT proposed First Hill as a candidate neighborhood for pay station installation in 2004. This new meter technology, which replaces every six to seven meters with one kiosk and accepts credit, debit and smart cards in addition to coins, will replace existing single-space meters around Swedish Medical Center.
- Additional parking meter equipment will be available for installation in neighborhoods in 2005 and 2006. At that time, SDOT staff will evaluate the un-metered areas of First Hill to determine how well they fit the above listed criteria.
- The community should take the lead on initiating petitioning of adjacent property owners to convert blocks with unrestricted parking to 2-hour time limits and engage SDOT as a partner.

Goal #6: Improve Construction Notices: Improve communication with area residents about impacts to on-street parking from large-scale, multi-month/year construction projects.

Strategies to Achieve Goal #6:

- a) Educate residents about how construction impacts associated with Harborview Medical Center development will be mitigated according to their existing plan and Design Review Program and/or Land Use Code requirements.
- b) The community expressed interest in encouraging the development of a City policy where “No Parking” notification signs must be displayed on affected streets a minimum of five working days prior to becoming effective. SDOT finds the current 24-hour time period for notice to be challenging due to the legal requirements of checking to insure that the signs are functioning and visible during the 24-hour time period. This is necessary so that any towing that may be necessary at the conclusion of the 24-hour period is able to be done with confidence that the legal requirements for notice have been met. Extending the notice time period introduces increased expense to monitor

compliance with legal requirements for notice, and may result in delays in starting construction projects if cars cannot be towed because signs were illegally removed or knocked over during an extended notice period. SDOT sympathizes with the desire of residents to receive more advanced notice, but at this time does not see this recommended strategy as viable.

Implementation Plan to Achieve Goal #6:

- Workgroup members or the First Hill Community can request a presentation by appropriate City staff on mitigation plans, Land Use Code requirements and/or Design Review Program opportunities.
- SDOT and DCLU staff will investigate ways to improve communication with residents, and inform the workgroup and/or the First Hill community about possible improvements.

Goal #7: Add Car-Sharing Locations - Add car-sharing locations to First Hill and promote use of existing car-sharing vehicles. Place car-sharing vehicles in on-street locations to promote visibility and ease of access.

Strategies to Achieve Goal #7:

- a) Install Flexcar in a location where it can be accessed by residents of south First Hill and Harborview Medical Center employees.
- b) Create a program to educate potential users, especially those who speak English as a second language or who have limited internet access. Help eliminate membership cost barriers to potential users who are low-income.
- c) Create a door-to-door outreach program, including to condo associations and apartment managers, as a way to increase awareness and use of Flexcar in First Hill. Investigate developing "move-in special" incentives for new residents to try Flexcar. Educate First Hill residents about the price of car ownership to help increase interest in using Flexcar.
- d) The City and Metro could be partnered with in providing support to institutions to create Flexcar and other car-sharing programs that serve employees and neighborhood residents.

Implementation Plan to Achieve Goal #7:

- SDOT and Flexcar are working now to identify an on-street Flexcar location in south First Hill.
- Community groups can apply to SDOT's *Making the Parking System Work* program for funds to create public education materials including community maps, kiosks, brochures and newsletters.
- Actions may include assisting Seattle University to develop its own car-share program for students under the age of 25 (ineligible to use Flexcar for insurance purposes), and helping Swedish Medical Center secure cars for its three locations that can be shared during certain times with the surrounding residential neighborhoods.

ADDITION TO SHORT-TERM GOALS: 800 BLOCK JEFFERSON AVENUE

About a month after the Community Parking Forum was held (October 2, 2003) an issue emerged about traffic safety and curbside use on the 800 block of Jefferson Avenue (at 9th Avenue). The specific problems identified and changes proposed are within the scope of the Making the Parking System Work in First Hill program, although they surfaced too late for the First Hill Parking Workgroup to consider including in their recommendations and goals. SDOT staff have responded to the various stakeholders around this block, and are including this summary in the First Hill Parking Action Strategy.

An employee of the Elderhealth Northwest adult day care facility on the 800 block of Jefferson Avenue expressed concern that elderly clients were having to navigate a potentially dangerous curbside area as they boarded and disembarked from various shuttle vans that serve this facility, due to high demand for curbside parking by various users and low supply that often results in double- and sometimes triple-parking. SDOT staff conducted a field inspection on October 20, 2003, and met with stakeholders on December 4, 2003, including representatives from Elderhealth, Harborview Medical Center, Hope-Link, and the Seattle Police Department.

The following actions were tentatively agreed to by the stakeholders at the December meeting:

1. SDOT will exchange the current load zone signs in front of Elderhealth for “3-minute passenger load-only” signs to help keep load zones open by reducing illegal parking.
2. SDOT will paint the curb red on the south side of the 800 block of Jefferson across from the Elderhealth load area (from where it “flares” out to the beginning of Harborview property) to visually reinforce the “No Parking” signs Harborview has along the wall on the west side of this block. SDOT would like to encourage Harborview to cut back the height of the landscaping plants along the north side of Jefferson with the idea that a lower height of greenery would make the existing “No Parking” signs there more noticeable.
3. Stakeholders will monitor to assess if painting the curb sufficiently discourages illegal parking and, if not, then SDOT will supply additional “No Parking” signs to Harborview, who will mount them on the wall at an angle (sticking out a bit from the wall) to make them more noticeable to drivers.
4. Harborview will attempt to improve signage for visitors entering their parking garage, because as vehicles turn into Harborview’s driveway off of Alder, they often miss the garage entrance because it is the first left off of the driveway, and they mistakenly aim for the second left off of the driveway, which is the exit, and then have to back up, increasing congestion on Alder Street.
5. Harborview will investigate the possibility of reassigning two parking spots on the west side of their building from current "Patient Transportation Vehicles Only" (which are used primarily for private vehicles) to "Police Vehicle Only". This would allow the conversion to a load zone of two police vehicle spots on Jefferson without a net loss of police parking.

6. Harborview will explore possibilities for, and impacts of, allowing public transit vehicles to exit from the main entrance of Harborview (at Alder) southward onto Alder street, thus eliminating the need for transit vans to perform a three-point turn across two lanes of traffic to exit onto Jefferson street (currently only emergency vehicles may exit southward onto Alder Street).
7. Hopelink will investigate possibilities for and impacts of re-routing van pick-up and delivery to Hopelink by having vans enter and exit from Alder Street rather than having to exit onto Jefferson Street.
8. Elderhealth agreed to explore with Hopelink and other providers the possibility of further staggering the times that clients (in vans) arrive and depart and to minimize the time vehicles spend loading and unloading.

Additional information can be found in the “800 Jefferson Summary” document on the Making the Parking System Work webpage.

Map 3: Proposed First Hill Parking Regulations (end of 2004)

First Hill
Parking
Action
Strategy

City
of Seattle

Legend

- Proposed Flexcar
- Existing Flexcar Locations
- Parking Directional Signs
- No Parking
- Load Zone
- Bus Zone
- 2 hour RPZ
- Permit Only RPZ
- Evening RPZ
- Carpool Only Parking
- Meters
- 2 Hour Signs or Meters
- 1 Hour Signs or Meters
- 15 min signs

Produced by the City of Seattle
September 5, 2003
THE CITY OF SEATTLE, 2003. All rights reserved.
No guarantee of any sort is made, including accuracy,
completeness, or fitness for use.

200 0 200 Feet

October 1, 2003

MID-TERM ACTIONS (2004 - 2005)

The themes of the workgroup for the mid-term actions are to: 1) make larger neighborhood-wide changes to the existing parking regulations that will increase the supply of short-term parking for customers and visitors to the First Hill retail core and municipal center; and 2) participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be started in 2004 and implemented in 2005.

The results of implementing the mid-term actions are shown in *Map 4: Proposed Mid-Term First Hill Parking Regulations*. Each of the mid-term parking goals, strategies, and implementation plans are outlined below.

MID-TERM HIGH-PRIORITY GOALS

Goal #8: Reduce Accessible (Disabled) Placard Time Limits: Change City policy to limit parking by vehicles with accessible (disabled) placards to four hours. Sufficient off-street accessible (disabled) parking spaces exist for employees of First Hill's major institutions. By limiting the time vehicles with accessible (disabled) placards can park in metered spaces, accessible parking spots, and the residential parking zone, more spaces will be made available more often for all visitors to the hospital.

Strategies to Achieve Goal #8:

- a) Support efforts by the City to exercise its ability to amend its ordinance to limit accessible placard parking to a 4-hour time limit citywide.
- b) On Alder between 8th and 9th: Convert the load zones and reserved parking spaces (which are served elsewhere) to four-hour accessible parking.

Implementation Plan to Achieve Goal #8:

- A City of Seattle Department of Transportation team is currently investigating making a change to the City code to limit parking by disabled placard to four hours. This change was recommended by the *Seattle Parking Management Study* (2002).
- Workgroup members should seek out opportunities to educate their staff, clients, patrons and neighbors about the benefits of this change.
- Harborview Medical Center has indicated their desire to SDOT to see these spaces on Alder converted, and SDOT is reviewing this request.

Goal #9: Create a Mixed-Use RPZ: Establish a Residential Parking Zone (RPZ) for mixed-use areas. Change the administration and enforcement of the RPZ program to minimize abuse by neighborhood residents and employees.

Note: Currently the Seattle Municipal Code does not allow RPZs on blocks that either have street-level retail or that do not have residential uses adjacent.

Strategies to Achieve Goal #9:

- a) Amend City code to allow RPZs in mixed use areas.

- b) Combine meters with Residential Parking Zones. Install 2-hour meters and explore allowing Zone 7 permit holders to park free. This will permit the collection of revenue from those non-permit holders parking short-term inside the zone. The perception is that non-permit holders park in the RPZ because it is free, unless they receive a ticket for exceeding the permitted time limit.

Implementation Plan to Achieve Goal #9:

- Beginning in early 2004, SDOT staff will undertake a project to review and evaluate the City's existing Residential Parking Zone policies and administration. This evaluation was recommended by the *Seattle Parking Management Study* (2002). Citizen involvement will be sought at that time to provide and review ideas. Until that time, the City cannot establish an RPZ in a mixed-use area or combine meters and an RPZ so that both are operational at the same time.
- Create a pilot program in First Hill where the City evaluates the combination of meters and RPZ. The community has suggested that both sides of Boren Avenue, where meters are already installed adjacent to residential uses, might be an opportunity for a test area. SDOT staff speculated that it might work better to extend an RPZ onto blocks that already have meters than vice versa. People commented that Vancouver, B.C., has an evening-share program similar in concept to this idea which might be useful to examine.

MID-TERM MEDIUM-PRIORITY GOALS

Goal #10: Add Evening Meter Hours: Extend parking meter hours into the evening to create parking turnover after 6:00 p.m.

SDOT Traffic Engineering, as per authority granted by Seattle Municipal Code, has set the ending time of all parking meter regulations in the city at 6:00 p.m. Some concern was expressed at the Community Parking Forum about extending meter hours into the evening, especially around blocks with residential units, without providing a combined RPZ/meter strategy. This is because tenants would have no place to park when coming home from work without feeding a meter for the first few hours every evening. Extending meter hours would also have a benefit of improved public safety through the increased presence of parking enforcement officers during evening hours.

Strategies to Achieve Goal #10:

- a) Extension into the evening would require a change in the City code. Neighborhoods that share an interest in extended meter hours should work together to communicate their desires to the City of Seattle.

Implementation Plan to Achieve Goal #10:

- The community should take the lead and engage SDOT as appropriate for assistance and technical information. People commented that downtown Denver went to 24-hour meters, and this could be examined for ideas for application to Seattle. People suggested evening meters could be combined with the RPZ, especially north of James Street.
- The community should take the lead and engage SDOT as appropriate for assistance and technical information. People commented that downtown Denver went to 24-hour

meters, and this could be examined for ideas for application to Seattle. People suggested evening meters could be combined with the RPZ, especially north of James Street.

- The community should take the lead and engage SDOT as appropriate for assistance and technical information. People commented that downtown Denver went to 24-hour meters, and this could be examined for ideas for application to Seattle. People suggested evening meters could be combined with the RPZ, especially north of James Street.
- The installation of new parking pay-stations may make it easier for the City to manage evening parking meter hours in certain neighborhoods and locations (once changes have been made to Seattle Municipal Code).

Goal #11: Increase Lot Sharing: Identify opportunities for shared parking between businesses, residences, and other developments. Develop programs to more effectively use existing off-street parking resources. Investigate the use of unused parcels for parking purposes.

Currently Seattle's Land Use Code has an on-site parking requirement for development and also prohibits lot sharing with non-tenants (except for on-site short-term customer parking if there is a commercial or retail tenant). Developments can also provide additional parking within 600 to 800 feet.

Strategies to Achieve Goal #11:

- a) Explore the possibility of making Harborview Medical Center spaces available (for a fee) in the evening to area residents to help alleviate their difficulty in finding on-street parking.
- b) Explore lot-sharing opportunities at Seattle University. Lots with access off of James, Cherry and Broadway Street often have spaces available after 3:00 p.m. on weekdays and all-day on weekdays. However, currently parking for these (and other S.U. lots) must be purchased at an inconveniently located office off of 12th Avenue.
- c) Explore lot sharing opportunities at:
 - i. the empty lot bounded by Terry, Boren, Jefferson and James; and
 - ii. the First Presbyterian Church lot at 1013 Eighth Avenue (which might be able to be shared with Town Hall on Seneca at 8th Avenue).

Implementation Plan to Achieve Goal #11:

- At the community's request, SDOT staff can assist in convening a committee of community members to communicate and brainstorm with current property managers and parking lot operators.
- DCLU and SDOT will work together to investigate creative ways of amending the land use code to allow additional opportunities for shared parking between existing uses.

LONG TERM ACTIONS (2005 AND BEYOND)

The workgroup's intention for the long-term goals are to keep these ideas active until an appropriate time arrives for their implementation. Many recommendations involve action on the part of Seattle City Council, King County Metro, or private property owners or tenants, the creation of a business association, or several community groups working together.

Some of the proposed long-term actions are shown in *Map 5: Longer Term First Hill Parking and Access Goals*. Each of the long-term parking goals, strategies, and implementation plans are outlined below.

LONG-TERM HIGH PRIORITY GOALS

Goal #12: Promote Busing, Biking, and Walking: Emphasize First Hill's accessibility by transit, bicycles and pedestrians to residents, students, and employees of small businesses. Implement transportation demand management tools (transit pass subsidies, preferential carpool parking, and car sharing) to provide employees, residents and visitors with access choices.

As determined timely or appropriate by neighborhood business or transportation association groups, develop marketing, parking validation programs, signage and other tools to more effectively use existing parking, promote the use of alternative forms of travel, and help shoppers and visitors navigate.

Some First Hill residents expressed concern about the safety of biking and walking in their neighborhood, although no specific intersection was perceived to be particularly unsafe. One possible remedy could be to contact the Feet First pedestrian advocacy organization to explore conducting a "pedestrian action" in First Hill to raise awareness of pedestrian issues.

Strategies to Achieve Goal #12:

- a) Use the First Hill Improvement Association newsletter to distribute information about parking and transportation alternatives.
- b) Develop a neighborhood "Welcome Wagon" brochure or packet for new residents, (especially in apartments and condos) giving information about bus routes, taxi services, Flexcar locations and RPZs.
- c) Create a parking and access map/website/kiosk to distribute to customers and residents.
- d) Emphasize alternative transportation accessibility in the development of future transportation planning, implementation of existing plans, and creation of community and business association websites and publications.
- e) Create an Access Package, similar to the one created for the U-District in 2001, to help small employers provide transit benefits to employees. Survey employers to determine demand for the creation of an Access Package that provides incentives and subsidies to visitors, employers and employees who come to First Hill without always relying on drive-alone car trips. Access Package elements could include parking validation programs, guaranteed rides home for employees, discounts for using Flexcar, discounts for Metro transit passes, and assistance with ride-sharing programs.

- f) Develop a parking validation program where participating parking facilities sell discounted tokens or tickets to participating merchants who then distribute to customers making a minimum purchase. Alternatively, area merchants could subsidize the purchase of the tokens or tickets which are then distributed to customers.
- g) Pool existing transit benefits that the major institutions and other large First Hill employers distribute to their employees. Resources can then be harnessed to serve larger neighborhood goals (i.e., increased bus service or area-wide pass program).

Implementation Plan to Achieve Goal #12:

- To implement any small project, a neighborhood “champion” group (First Hill Improvement Association, coalition of First Hill Employee Transportation Coordinators, as-yet-to-be-created business group, etc.) can contact the *Making the Parking System Work* staff to inquire about availability for funds for implementation (as long as the federal grant funding MPSW is available).
- Though funding is not yet secured (as of December 2003), the City of Seattle and King County Metro are planning an outreach program about alternatives to driving alone in the neighborhoods surrounding the Seattle Central Business District (CBD). This program will involve outreach to small employers and property management companies, and could provide a formal opportunity to explore some of the Parking Workgroup ideas listed here.
- Create a transportation management association (TMA) to provide a centralized point for the distribution of a variety of transit benefits and travel incentives to employees, visitors and residents.
- Utilize existing resources, such as the *First Hill Network Group for Employee Transportation Coordinators*, to maximize communication and resource sharing opportunities between First Hill’s large institutions. The group is organized by the King County Department of Transportation CTR Employer Transportation Unit (<http://www.metrokc.gov/kcdot/alts/employer/index.htm>), meets every other month, and functions as a clearing house for transportation information for employees affected by the state’s Commute Trip Reduction Act (CTR).

Goal #13: Increase Bus Service: Improve the frequency of bus service and the number of routes that serve residents, clients and employees of the neighborhood.

Strategies to Achieve Goal #13:

- a) Lobby Metro to add more bus routes and/or increase the frequency of existing routes to make transit more attractive to residents, employees, students and patients, especially:
 - i. Metro routes 3 and 4 are often full to capacity or have standing-room only. A large portion of their ridership comes from Harborview Medical Center and the Juvenile Justice Center.
 - ii. Metro routes 60 and 7 or 9 should run later into the evening and on weekends to serve neighborhood residents, rather than just during business hours.
 - iii. Investigate restoring Metro Route 944 (or similar route) through the use of grants (previously funded by the Washington State Department of Social and Health Services).
- b) Consider measures to improve transit flow:

- i. Restripe Madison Street to provide in-lane transit stops in both directions with bus bulbs (this would require the elimination of the two-way turn lane).
 - ii. Provide transit signal priority for Routes 2, 12 and the 3/4 at Boren Avenue and Broadway
 - iii. Consolidate First Hill's bus paths by shifting the Route 2 to Madison from Seneca.
- c) Expand the Downtown Ride Free Zone to at least include Harborview Medical Center. The Ride Free Zone currently ends in the middle of the steep James Street incline, making it difficult for many disabled and/or low-income patients and families to access the hospital without having to pay Metro fare to ride the last block up the hill. The City of Seattle compensates King County Metro for the loss of direct revenue in the Ride Free Zone, and expansion of the zone may require an according adjustment to this financial arrangement or other compensation strategies to be developed.

Implementation Plan to Achieve Goal #13:

- Though not yet completely studied, King County Metro has developed a proposal to increase the frequency of the Routes 3 and 4 from one every 10 minutes to one every 7.5 minutes. It is unknown at this time if or when the proposal will be implemented.
- First Hill institutions and large employers could collaboratively seek grant funds to reinstitute route 944.
- A transportation management association, like that recommended in Goal #12, could be an effective tool in identifying neighborhood transit needs and lobbying Metro or other agencies for increased transit service.

LONG-TERM MEDIUM PRIORITY GOALS

Goal #14: Increase Institutional Shuttle Services: Investigate options for institutions to share new and existing shuttle resources to/from satellite parking lots and transit hubs. Harborview provides two shuttles to satellite lots for employees that run every 20 minutes, yet is limited by insurance reasons to only allowing their employees and those of other state agencies to use the shuttles.

Strategies to Achieve Goal #14:

- a) Flexcars could potentially be used as shuttles as a solution to the exclusivity caused by institutions' insurance policies.
- b) VanShare may be an option for groups of people needing transportation from a transit hub or park-and-ride to their worksite. Each VanShare van may travel up to 20 roundtrip miles a day. Members split fuel costs and the \$50 monthly group fare.

Implementation Plan to Achieve Goal #14:

- Seattle University and Swedish Medical Center are currently communicating to see how their employees can VanShare together.
- For more information about joining or forming a VanShare group, interested parties should contact King County Metro RideShare Operations (<http://transit.metrokc.gov/tops/van-car/van-car.html>).

- A committee of residents, businesses, and organizations could engage Flexcar in exploring the development of possible shuttle arrangements using Flexcar vehicles.
- A neighborhood-wide education and outreach effort could be conducted by a sponsoring neighborhood entity applying to *Making the Parking System Work* for funds (as long as the federal grant funding MPSW is available).
- Weigh the cost of funding shuttles against the cost of funding increased frequency of existing bus routes.

LONG-TERM LOW PRIORITY GOALS

- **Goal #15: Convert Planting Strips to Parking:** Maximize use of the existing on-street parking system by removing or reducing the size of curb bulbs and planting strips to create opportunities for angled and parallel parking.

Note: At this time SDOT does not encourage or support this proposal.

Strategies to Achieve Goal #15:

Specific locations include:

- a) Remove planted and unplanted curb bulbs to create more parking spaces:
 - i. Terry between Madison and Spring (east side).
 - ii. Terry between Marion and Madison (east side).
- b) Remove planting strips to create parallel or angled parking
 - i. Marion between 8th and 9th (north side).
 - ii. Boylston between Spring and Seneca (east side).
 - iii. Spring between Harvard and Boylston (north side).

Implementation Plan to Achieve Goal #15:

- This proposal and the specific sites listed require additional discussion within the community to weigh the benefits of retaining neighborhood green space and pedestrian safety against the benefits of having additional parking spaces.
- Funds to make these changes will need to be sought through competitive City funding processes including the Department of Neighborhood's Matching Fund, the Neighborhood Street Fund, and the Cumulative Reserve Sub-fund (typically reserved for maintenance projects). The Neighborhood Street Fund and the Cumulative Reserve Sub-fund are administered by SDOT staff.

Goal #16: Encourage Preservation Parking: Encourage the Department of Planning and Development (DPD) investigation into incentives for private developers to replace publicly-available off-street parking which would be lost in the development of a site with roughly similar amounts of publicly-available parking as part of the development. This may encourage new developments to preserve short-term customer and visitor parking as First Hill's limited number of off-street, paid parking lots are redeveloped.

Much of the southern part of First Hill (south of James Street) is zoned HR 160 foot, which could be developed into workforce housing for hospital employees. But it is not zoned

mixed-use, which prevents street-level retail from being part of the development. Because services follow residential density only if there is commercial space available, changing the zoning in south First Hill to allow for mixed-use could be another way to help locate services within walking distance of residences, and could also allow for some commercial use parking spaces.

Implementation Plan to Achieve Goal #16:

- a) DCLU and SDOT should continue work together to investigate opportunities for code changes to allow and support creative parking management strategies.

Goal #17: Address On-Street Parking Losses Due to Construction: Create a program to address displacement of area residents from use of on-street parking spaces caused by large-scale, multi-month/year construction projects.

It should be noted that on-street parking is a "public good" and the City cannot save particular spaces for particular parking users just because they live nearby, even if the supply of on-street parking has recently decreased due to an ongoing construction project. Still the idea of a "construction displacement RPZ" is worth some creative brainstorming at some point.

Strategies to Achieve Goal #17:

- Investigate creating a "construction zone" permit system, similar to a residential parking zone, where area residents are given parking privileges during specific time periods in neighborhoods where a significant amount of parking has been lost to construction projects.

Implementation Plan to Achieve Goal #17:

- SDOT and DCLU staff will investigate the legality of a "construction zone" permit system.

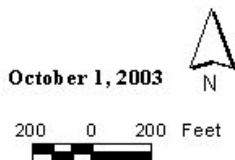
Map 5: Longer Term First Hill Parking & Access Goals

First Hill Parking Action Strategy

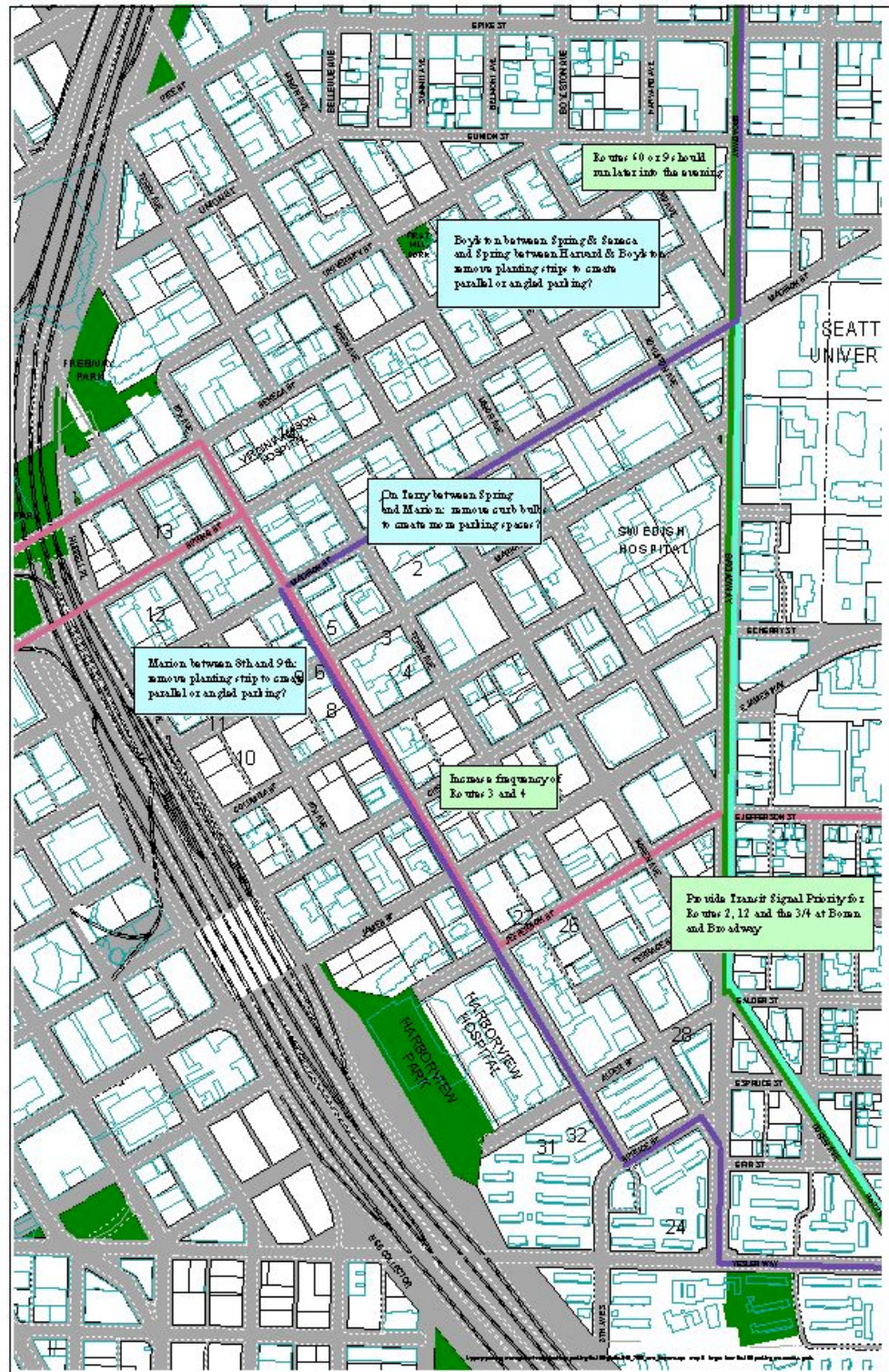


Legend

- Route 60
- Route 12
- Route 9
- Routes 3 and 4



Produced by the City of Seattle
September 5, 2003
THE CITY OF SEATTLE, 2003. All rights reserved.
No guarantee of any sort is implied, including accuracy,
completeness, or fitness for use.



NON-PARKING ITEMS

Throughout the process of *Making the Parking System Work* on First Hill, workgroup members identified other transportation-related goals they would like to pursue. Those goals are shown here and will be passed along to the appropriate City of Seattle staff for further investigation.

Goal #18: Reduce Congestion and Improve Traffic Flow: Eliminate or revise parking spaces and traffic flow as necessary to reduce congestion and facilitate the movement of cars and buses around First Hill.

Strategies to Achieve Goal #18:

- a) Remove the one to two easternmost spaces on the south side of East Union at Broadway to allow more traffic to pass through on each green light.
- b) Re-route automobiles seeking I-5 that currently turn at 9th and James Street. Direct them straight towards Cherry to access the northbound freeway lanes.
- c) Investigate some type of pull-out or pull-over for the cars (approximately 200 cars per day) that visit the Northwest School (1400 block of Belmont at Union Street).
- d) Investigate if the removal of parking near the intersection of Madison and Broadway, especially during rush hour, would help improve visibility.

Goal #19: Install Gated Parking at Yesler Terrace: When Yesler Terrace is redeveloped, install a security system at community parking facilities to reduce and/or prevent non-residents and non-guests from parking illegally.

Strategies to Achieve Goal #19:

- a) System could consist of a gate, arm and passcards distributed to authorized permit holders.